

Appendix F
Public Hearing

HOOPER ROAD (LA 408)
(Blackwater Road To Sullivan Road)
East Baton Rouge Parish
City/Parish Project No. 12-CS-HC-0017
State Project No. H.002316 / H.002317
Federal Aid Project No. H002316 / H002317

OPEN HOUSE PUBLIC HEARING
PROJECT INFORMATION HANDOUT
MARCH 22, 2016

OPEN HOUSE MEETING FORMAT

- Project staff members are located at the exhibits in the meeting room. Feel free to ask them questions as you look at the exhibits.
- A project team member is available to take your verbal comments. Please make sure to state your name and address for the record.
- You may also provide a written comment for the record via the comment form included at the back of your handout.

PROJECT HISTORY

The Green Light Plan is a comprehensive transportation program to improve roadway infrastructure and citizen safety throughout East Baton Rouge Parish. On October 15, 2005 the citizens of East Baton Rouge Parish voted on and passed an extension of a half-cent sales and use tax dedicated to local street and roadway improvements. The Hooper Road project between Blackwater Bayou and Sullivan Road is included in the Green Light Plan. The goal of the project, located in Central, LA in East Baton Rouge Parish, is to provide two through lanes in each direction and a raised median in order to improve an east-west corridor between Interstate 110, Harding Boulevard, Joor Road and Sullivan Road.

PROJECT PURPOSE

The purpose of the project is to:

- Increase the vehicular capacity of Hooper Road
- Provide pedestrians with access to the roadway
- Improve traffic flow and overall mobility along the Hooper Road east-west corridor

NEED FOR THE PROJECT

There are several well-documented reasons why the Hooper Road project is necessary, including the need for capacity improvements to relieve traffic congestion, an improved level of service based on these current and future capacity needs, and to improve a key corridor while enhancing traffic flow across East Baton Rouge Parish.

Capacity Improvements

Congestion Relief: According to traffic counts collected in January 2013, the existing two lane bi-directional roadway carries 14,800 vehicles per day. This results in a current Level of Service (LOS) of E for the roadway. The projected 2040 average daily traffic is 25,300 vehicles per day; resulting in a level of service of F for the existing two lane roadway.

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The American Association of State Highway and Transportation Officials (AASHTO) characterizes existing and planned roadway conditions by the “Level of Service” (LOS) provided. LOS value is a qualitative measure describing operational conditions within a traffic stream as perceived by motorists. AASHTO defines six levels of traffic conditions.

Level of Service – Automobile Mode for Urban Street Facilities
Highway Capacity Manual (2010)

Level Of Service	Description
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Characterized by flow at extremely low speeds. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

Regional Mobility

Corridor Improvements. The Hooper Road project is part of the Hooper Road East-West Corridor. This corridor begins at I-110 near the Baton Rouge Metro Airport and runs eastward on Harding Boulevard, and continues on Hooper Road to near the East Baton Rouge/Livingston Parish Line. This existing corridor is approximately 10.5 miles. Of these 10.5 miles, approximately 5 miles are currently a 4-lane divided highway. With the combination of the Hooper Road project and the Hooper Road Extension project currently under study by the LA DOTD, the entire east-west corridor would be upgraded to a 4-lane divided highway. This improved corridor will allow for increased traffic flow between Livingston Parish, the City of Central, northern Baton Rouge, the Baton Rouge Metro Airport, and Southern University.

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DESCRIPTION OF THE PROPOSED ACTION

This existing segment of Hooper Road (LA408) includes a two-lane, two-way roadway with roadside ditches that transitions into a four-lane divided roadway is located at the western terminus of the project near Blackwater Road (LA410). There are signalized intersections at Lovett Road and Joor Road along with several unsignalized intersections for residential developments along the project corridor. The current configuration of the Hooper Road at Joor Road intersection includes a four-lane intersection for both roadways with left-turn lanes on Hooper Road, and both left- and right-turn lanes on Joor Road. The eastern terminus of the project is located just west of the intersection with Sullivan Road (LA3034). The project will tie into the Hooper Road / Sullivan Road LA DOTD intersection project.

The proposed improvements along Hooper Road (LA408) extend from approximately 2,800 feet east of Blackwater Road (LA410) to just west of Sullivan Road (LA3034). The project length is approximately 14,700 feet (2.78 miles). A four-lane divided curb and gutter roadway with a 16 foot raised median, sidewalks, sewers, and subsurface drainage is proposed. The proposed alternative conforms to an Urban Arterial (UA-2) roadway classification with a 45 mph design speed.

Several design alternatives were considered and subsequently eliminated from further analysis because they have a higher number (cumulative) of residential and business impacts and potential frontage impacts. The cumulative impacts to the wetlands being filled and direct stream impacts were also higher for these design alternatives. Furthermore, a hybrid alternative with sidepaths, which was developed at the request of the City of Central, was dropped from further consideration based on guidance from the *AASHTO Guide for the development of Bicycle Facilities* which recommended against side paths in locations with frequent driveways and intersections.

The Build Alternative, Alternative E, was chosen to move forward through the EA process because it addresses all of the aspects of the project purpose and need, has the least residential and business impacts and the lowest cumulative impacts to the wetlands being filled and direct stream impacts. The Build Alternative includes the Complete Streets Policy and the Access Management Policy, both of which have been adopted by LADOTD for the construction of new roadways.

Alternative E – Hybrid (w/o sidepaths)

This alternate includes building the east and westbound roadways symmetrical about the existing centerline of Hooper Road for the Blackwater Road to Joor Road section (west section). For the Joor Road to Shoe Creek Drive Section (east section) of the project, this alternate constitutes a northerly widening (approximately 7' north of the existing roadway centerline). The alignment would then transition to a symmetrical offset alignment from Shoe Creek Drive to Sullivan Road.

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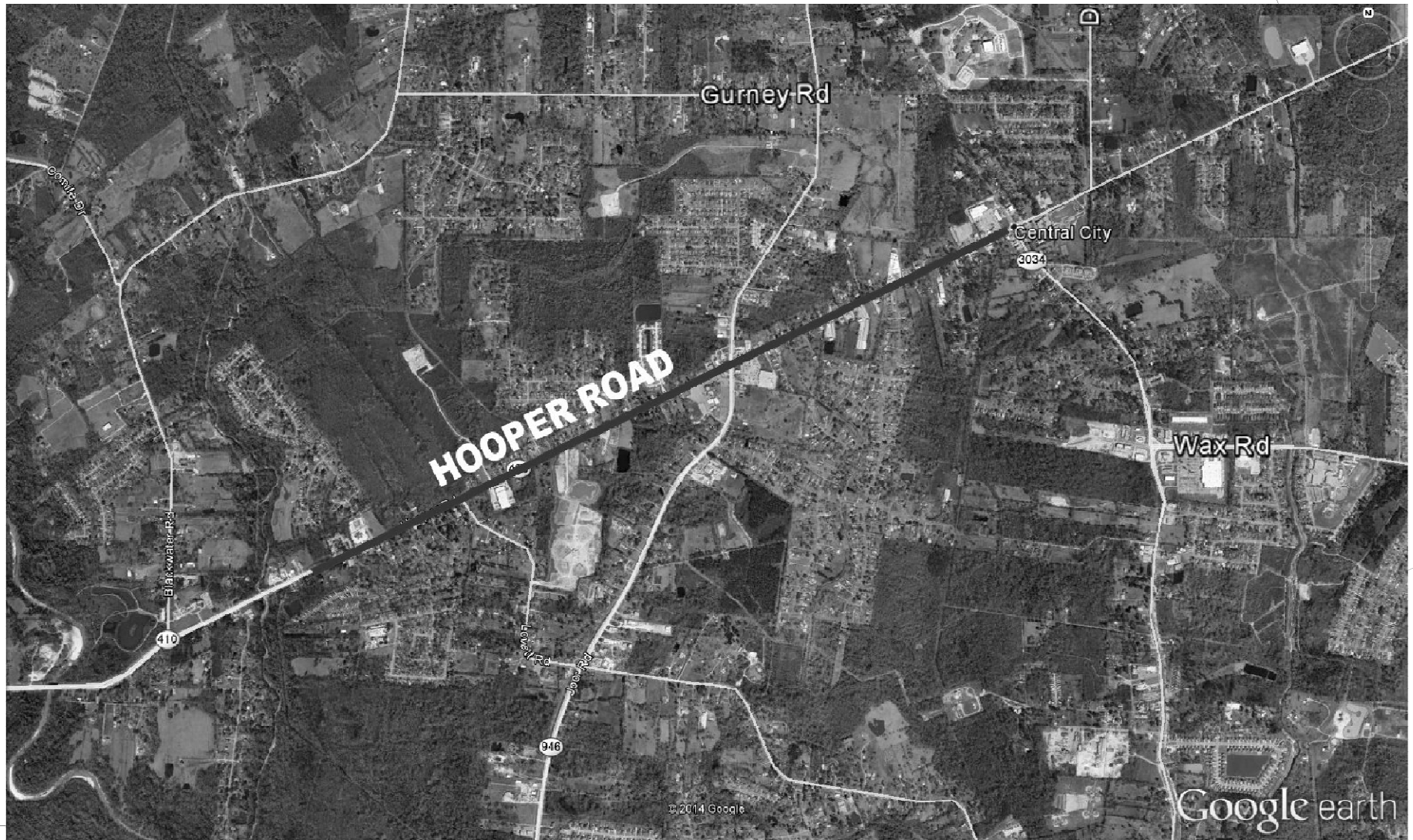
STEPS IN ENVIRONMENTAL ASSESSMENT PROCESS

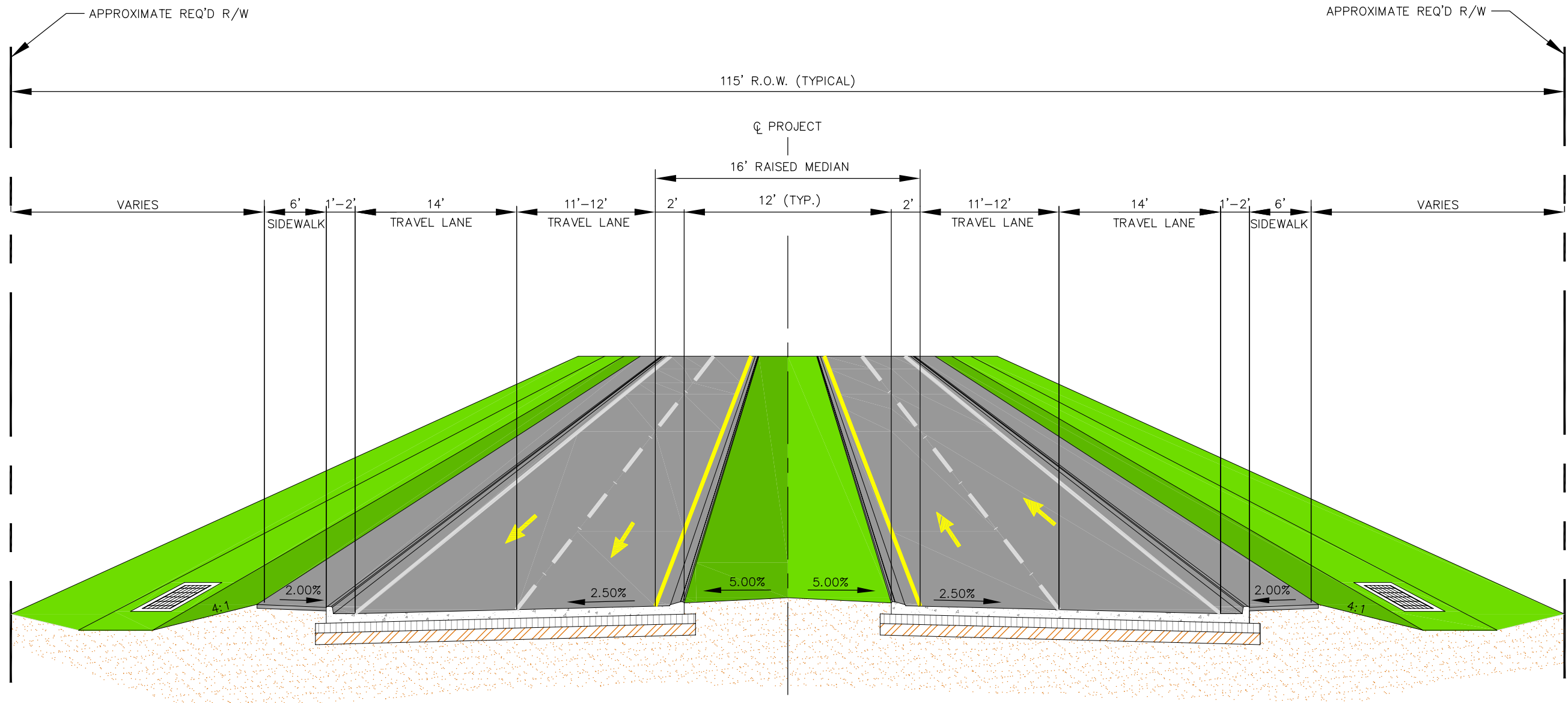
1. Alternatives Analysis – Analyze and select three “Build” alternatives from the alignment alternatives developed to date. **COMPLETE.**
2. Impact Analysis – Examine what may be impacted if each alternative were to be built (both natural environment and human environment). **COMPLETE.**
3. Refinement of Engineering – Fine-tune the three alternatives’ geometry and design features and prepare cost estimates for construction. **COMPLETE.**
4. Public Participation – Hold public meeting and public hearing to obtain the public’s input on project. The first public meeting was held April 15, 2014. This is the public hearing. **UNDERWAY.**
5. Mitigation Measures – Examine ways to mitigate any negative impacts that may result from construction of alternatives (noise walls, wetlands mitigation, etc.). **COMPLETE.**
6. Report Preparation – Document all work, including the public’s participation in the process. **UNDERWAY.**
7. Environmental Clearance – If impacts are not significant or are able to be successfully mitigated, obtain a Finding of No Significant Impact (FONSI), which enables the project to move forward and on to design and construction. **TO BE COMPLETED.**

FUTURE STEPS TO COMPLETE PROJECT

- Complete Environmental Assessment – 2nd Quarter 2016
- Identify and Obtain Funding – This project has been funded through the Environmental Assessment Phase. Currently, the Green Light Plan is in the “pay as you go” portion of the program (where projects are funded as sales tax proceeds are collected). Since this project involves a state highway, we are also pursuing any available state or federal funding that may be available to leverage against this dedicated source of local funding.
- Design
- Right-of-Way Acquisition
- Construction

PROJECT LIMITS





16' RAISED MEDIAN BOULEVARD

45 mph DESIGN SPEED

EXISTING RIGHT-OF-WAY APPROX. 80'



HOOPER ROAD (LA 408)
(BLACKWATER ROAD - SULLIVAN ROAD)
EAST BATON ROUGE PARISH
S.P. NO. H.002316/H.002317
C.P. NO. 12-CS-HC-0017

CONCEPTUAL TYPICAL SECTION
ALTERNATE E

URBAN ARTERIAL 2 (UA-2)
4-LANE DIVIDED ROADWAY WITH 16' RAISED MEDIAN

DATE: JULY 2015

PAGE

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FREQUENTLY ASKED QUESTIONS

MARCH 22, 2016

1. What is this project designed to do?

- Increase the vehicular capacity of Hooper Road and provide pedestrians with access to the roadway.
- Improve traffic flow and overall mobility along the Hooper Road east-west corridor.

2. Who is responsible for oversight of the project?

- As part of the City-Parish Green Light Plan, City-Parish Department of Public Works is ultimately responsible for oversight of the program.
- Day-to-day management is led by Baton Rouge based engineering firm CSRS, the lead firm on the Green Light Plan program management team tasked with managing the daily operations of the program.
- Since Hooper Road (LA 408) is a state route, the project is subject to oversight of LA DOTD and FHWA.

3. Why is the State/DOTD involved if this is a Green Light Plan project?

- Hooper Road is a state highway and subject to State DOTD design requirements.
- The State DOTD is ultimately responsible for the maintenance and upkeep of the road.

4. How much will the project cost?

- Final cost is subject to change based on a variety of future factors:
 - Final roadway design/termini
 - Right-of-way acquisition associated with the project
 - Environmental considerations
 - Construction bidding environment

5. Who is responsible for the cost?

- This project is part of the Green Light Plan; funded through a dedicated half-cent sales and use tax the voters of East Baton Rouge Parish voted in 2005 to extend to 2030.
- Since the project involves a state highway, we are also pursuing any available state or federal funding that may be available to leverage against this dedicated source of local funding.

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6. When will the project be built?

- Currently, the Green Light Plan is in the “pay as you go” portion of the program (where projects are funded as sales tax proceeds are collected).
Upon completion of design, all “shovel ready” projects are then prioritized based on need and available funding; infusing state and federal funding helps expedite construction timelines, which are two funding options that we are aggressively pursuing for this project.

7. What stage is the project currently in?

- We are in the pre-design NEPA stage, which is an environmental assessment of the project and is required to be completed in order for projects to be eligible for federal funding
- Currently, we are presenting our final recommendation to the public and nearby stakeholders.

8. What route will it take?

- Project limits are from Blackwater Road to Sullivan Road on Hooper Road.
- Items to consider:
 - Pedestrian and bicycle access
 - How cross-streets intersect with a widened Hooper Road
 - ROW acquisitions
 - Utility servitudes

9. Will you have to acquire property in order to widen the roadway? If so, what does that process look like?

- “Right-of-way acquisition” is the term we refer to as it relates to acquiring property for public infrastructure projects like these.
- Once we have a final design in-hand, we will know more about what property along the proposed route we will need in order to construct the project.

10. How can the public engage in the process moving forward?

- The Green Light Plan places a strong emphasis on consistent public outreach and engagement for its projects.
- This the second of two opportunities for the public to weigh in and comment on the project as it progresses through the current NEPA process.

11. Is this the same project as the Hooper/Sullivan Intersection Project?

- No. That project is designed to improve just Sullivan from Wax Road north to Hooper Road and the Hooper/Sullivan Intersection.

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12. What is the status of the Green Light Plan as a whole? Where does this project fit in?

- The final bond sale for the program, which was for \$38 million, was instrumental in helping get all remaining projects in the program to the design stage or beyond.
- At this point, we are currently in the “pay as you go” portion of the program, which means the remaining projects in the program will be prioritized and constructed in accordance with sales tax proceeds as they are collected.

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THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge or published daily in THE NEW ORLEANS ADVOCATE, in New Orleans Louisiana, or published daily in THE ACADIANA ADVOCATE in Lafayette, Louisiana, in the following issues:

02/19/2016, 02/26/2016, 03/04/2016



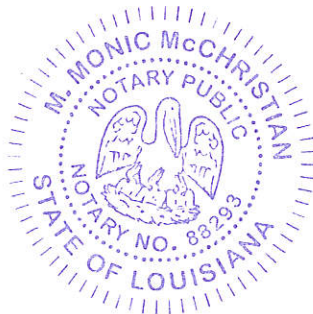
Kristi Bunch, Public Notices Representative

Sworn and subscribed before me by the person
whose signature appears above

3/4/2016



M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite



SIGMA CONSULTING GROUP

046378-01

GARY SEPEDA
10305 AIRLINE HWY
BATON ROUGE, LA 70816

PUBLIC NOTICE

OPEN HOUSE
PUBLIC HEARING

Hooper Road (LA 408)
Blackwater Road
to Sullivan Road
City/Parish Project No.
12-CS-HC-0017
State Project No.
H.002316/H.002317
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East Baton Rouge Parish

The East Baton Rouge Parish Department of Transportation and Drainage (DTD) and the Green Light Plan (GLP) Team will hold an open house-style public hearing to discuss the results of the Hooper Road (LA 408) Environmental Assessment (EA). Detailed information relative to the project is available to those interested through copies of the EA. This information is available for review and/or copying at DTD (1100 Laurel Street, Baton Rouge) and at CSRS/GLP (6767 Perkins Road, Baton Rouge). Copies of this data will be made available upon request at the expense of the person requesting this information, and at a cost equal to the DTD's cost of reproduction. The EA is also available for review through March 31, 2016 at all East Baton Rouge Parish Libraries. You may download the EA from the GLP website or the DOTD Environmental Section's website:

<http://greenlight.csrronline.com/PROJECTS/HooperRoad/Seg1Project/Documents.aspx>

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

All interested parties are invited to review the EA and are encouraged to attend this public hearing, scheduled for the following date, time, and location:

Tuesday, March 22, 2016
4:30 pm to 7:30 pm
Central Middle
School Cafeteria
12556 Sullivan Road
Central, Louisiana 70818

The public hearing will be in an open house format. A prerecorded presentation including information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously throughout the hearing. A court reporter will be present to record and transcribe oral statements for the hearing record and representatives of the DTD, GLP, and the consultant team will be present to answer any questions relative to the project. Written statements may be submitted at the public hearing, or sent via mail to Mr. Greg Sepeda at Sigma Consulting Group, 10305 Airline Highway, Baton Rouge, LA 70816, or via email to gsepeda@sigmacg.com. Written statements and other exhibits in lieu of, or in addition to, oral statements made at the public hearing may be submitted and postmarked within ten days following the meeting (April 1, 2016).

In the event a member of the public wishes to participate in this public hearing but may require special assistance due to a disability or an interpreter, please contact Mr. Greg Sepeda by mail at 10305 Airline Highway, Baton Rouge, LA 70816, by telephone at (225) 298-0800, or email at gsepeda@sigmacg.com at least five working days prior to the public hearing.

46378-feb 19-26-mar 4-3t

MEETING SIGN-IN SHEET

Project: Hooper Road Public Meeting
Facilitator: Sigma Consulting Group

Meeting Date: March 22, 2016
Place/Room: Central Middle School

Name	Address	Phone	Email
CRIS RABALAIS	6767 PARKINS	225-769-0546	RABALAIS@CS1SONLINE.COM
Geoff Wilson	10103 Airline Hwy	225-298-0300	gwilson@sigmacg.com
Jeff Chatelein	10481 Old Hammett	225-925-7921	jeffery.chatelein@la.gov
Joseph Williams	10831 Hooper Rd	225-261-1942	Joelwilliams43@cox.net
Roy Richard Jr	10955 Hooper Rd	225-261-2723	JRRichard20Be@South.net
Shirley Landrum	10895 Hooper Rd	225-261-2220	TheLandrumills@cox.net
Graydon Walker	12827 Hooper R	225-261-3089	
David Walker	13025 Lovett Rd	225-261-1209	gdwalker@cox.net
Bevin Barringer	445 North Blvd Suite 80	225-663-3066	BarringerBA@CDMSOUTH.COM
BOB MAHONEY		225-757-7624	robert.mahoney@dot.ga.gov
Ryan Revere	1201 Capitol Access Rd	225-379-1071	ryan.revere@la.gov
Sparky Hoffman	8383 Bluebonnet	225-588-0112	hoffman@cs1sonline.com
Joseph Brown	1201 Capitol Access Rd	225-242-4513	joseph.brown@la.gov
Deric Murphy	18350 Hwy 42	225-698-1600	dmurphy@gerla.com

MEETING SIGN-IN SHEET

Project: Hooper Road Public Meeting
 Facilitator: Sigma Consulting Group

Meeting Date: March 22, 2016
 Place/Room: Central Middle School

Name	Address	Phone	Email
RINA PATOLILIC	1241 Capital Access Rd.	(225) 242-4681	central-la.gov rina.patolilic@LA.GOV
DR LPUETT	101 85 mp 550 EA DR		
KEVIN NGUYEN	1308 029 BRUA		
John Vance	17832 Magnolia Blvd	225-955-2783	
Harry Rauts	10415 Magnolia	225-937-7654	
GT Johnson	11803 Sociadale	225-439-4214	TJNKISS@cox.net
Greg Sepeda	10305 Airline Hwy. 70818	225-298-0800	gsepeda@sigmacg.com
DAVID Barrow	12229 Arrowood Ave	225-261-4263	dbarrow225@aol.com
Jason Ellis	10745 Stone Pine	225-933-7218	jason.ellis@central-la.gov

Greg Sepeda

From: Robert Lott [Robert.Lott@LA.GOV]
Sent: Thursday, February 18, 2016 1:09 PM
To: Greg Sepeda
Cc: Joseph Brown
Subject: FW: City/Parish Project No. 12-CS-HC-0017 - Hooper Rd. widening project

Greg,

I posted the public hearing notice on our website. I've already received the comment below, please include it in the hearing record.

Thanks,
Bobby Lott
LADOTD – Environmental Section
225.242.4504

From: Brendan Rush
Sent: Thursday, February 18, 2016 12:35 PM
To: 'Doug Moore'; _DOTD-CustomerService
Cc: Robert Lott; Kendra Davis
Subject: RE: City/Parish Project No. 12-CS-HC-0017 - Hooper Rd. widening project

Mr. Moore,

I will submit your comment onto our Environmental Section from record. Thanks!



[Brendan J. Rush](#)

Customer Service Manager 1-225-379-1273

Department of Transportation and Development

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[DOTD Accomplishments 2008-2014](#)

From: Doug Moore [<mailto:douglasmiltonmoore@yahoo.com>]
Sent: Thursday, February 18, 2016 11:56 AM
To: _DOTD-CustomerService
Subject: City/Parish Project No. 12-CS-HC-0017 - Hooper Rd. widening project

Hi, I am unable to attend the March 22 meeting, but I wanted to submit my comments for the record.

I hope that the final project includes plans to make this section of road compliant with the city/parish's new Complete Streets policy, which would require consideration for pedestrians and cyclists.

Thanks for your consideration in this matter.

Doug Moore
225-620-5471

Comment Form

HOOPER ROAD (LA 408)
(Blackwater Road To Sullivan Road)

Public Hearing – March 22, 2016

East Baton Rouge Parish
City/Parish Project No. 12-CS-HC-0017
State Project No. H.002316 / H.002317
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The Hooper Road Project Team would appreciate your comments on this project. Please write your comments below and give to a member of the Project Team or fold, tape, stamp and mail to the address on the back of this form or fax or (225) 208-1699. Thanks for your input.

Why do they have to have a curbed center with turnthrus? Why not have an open center where those of us living on Hooper Road can make turns coming out of our driveway. Two of us have R.V.'s and it will be difficult to get into our drives with the curb. Door Road has an open center and it works well. Besides people living on Hooper, you have three subdivisions emptying onto Hooper from Glen Watts, Tangelwood, and Caramel Acres. It will be as difficult for them to make a right or left hand turn with curbed center.

Your Name:

R. M. Richard Jr.

Address:

10935 Hooper Rd.

To ensure that your comments become part of the official meeting record, they should be post marked within ten calendar days following this meeting (by April 1, 2016).